Det Bel Isle & Windsor Ferry Co 67

THE MARINE RECORD

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND.

The yacht Rambler, of Toledo (new last year), has been sold and taken on to inland lakes.

J. C. Gilchrist has gone to Buffalo to see the Cumberland docked and get a new wheel there.

The steambarge C. N. Pratt and schooner Victor have been sold to S. A. Murphy, of Detroit.

Mr. Robert R. Rhodes is greatly pleased with his namesake, the new steamer that bears his name.

Thos. Fitzpatrick, after making a round trip on his steamer the Geo. T. Hope, has returned to Cleveland.

But sixty tons of the coal cargo of the wrecked barge Emerald, off Kewaunee, have thus far been recovered.

Captain H. Carter has returned from Marquette, where he spent the winter. He thinks it a very pleasant place.

Toledo shippers are said to want three first-class business steamers for the trade between Buffalo and that port.

The tug Record, with a wrecking outfit, is to leave Duluth in a few days, to make an attempt to raise the steamer A. Booth.

Attention is called to the business notice of the Oscoda Salt and Lumber Co., in another column, concerning coaling vessels.

Captain Thomas Wilson has bought the new barge F. R. Buell, building at Mt. Clemens by Captain Dulac, for the Westons, for $25,000.

Local Inspectors DeWolf & McGrath went to Toledo last Tuesday and inspected the steamers Chief Justice Waite, Evening Star, Bad Boy, Belle, and May French.

The new steamship being built at Radcliffe's shipyard for Mr. M. A. Bradley and others, will be named the Morris Grover instead of Nellie Grover. It is now definitely settled that she will be launched this week on Saturday.

The monster tow barge Golden Age, in going up the river Wednesday afternoon, grounded in the draw of Main street bridge, and was there from 3 until 6 p. m., when she was finally released by the united efforts of several tugs and taken to the lower Valley railroad ore dock.

The schooner Queen of the Lakes, which went ashore last fall, near Brighton, has been released by the wrecking tug McArthur, and towed to Kingston. She is reported to be in bad condition, the full force of two steam pumps being required to keep her afloat.

On her passage to Cleveland last Thursday night the City of Cleveland broke the record in 5 hours and 49 minutes, the fastest previous time being 5 hours, 56 minutes. All the officers on this fine steamer deserve much commendation for their uniform courtesy and desire to please and make passengers comfortable.

While the tug Patrick Henry was aiding the S. S. Stone to enter the drydock Thursday morning, Captain Dell Moffat, commander of the steamer, met with a serious accident. He was standing on the stern rail of his vessel when he slipped and was caught between the two tugs. Before any one could get to his assistance the captain was severely bruised about the body and his right leg was broken. He was removed to his home, No. 9½ Fulton street.

The Cleveland steamer Geo. T. Hope left Cleveland last Saturday at 5:30 p. m. and arrived at Duluth at 4 a. m. the following Wednesday; time, 82½ hours. When it is taken into consideration the fact that she had a cargo of nearly 2100 tons of coal and a liberal supply of fuel, it is, indeed, fast time. The Hope is commanded by Captain F. O. Fick, and John Smith chief engineer, both residents of Cleveland.

Engagements made within the past day or two are: Propeller Grand Traverse, coal, Cleveland to Milwaukee, 85 cents; schooner Southwest, coal, Toledo to Green Bay, 75 cents; schooner Fayette Brown, coal, Lorain to Green Bay, 75 cents; barge Star of the North, coal, Cleveland to Saginaw, on private terms.

Meteorological summary for the week ending May 18:

Mean barometer	30.19
Mean temperature	59.5
Mean humidity	66.5
Total precipitation, inch	—
Prevailing direction of wind	N.E.
Total wind movement	822
Av. cloudiness	0.8
Av. state of weather	Clear.
Max. temperature, highest	74.0
Min temperature, lowest	49.9

WILLIAM LINE, Sergt. Signal Corps, U. S. A.

DETROIT.

Special to the Marine Record.

The steamer City of Alpena was released from Clark's drydock on Saturday, where she was having her bow repaired, which was damaged by collision with the steambarge Tecumseh.

The crack steamships Susquehanna and H. J. Jewett passed here Sunday at 1:20 and 1:35 p. m., respectively. The Susquehanna appears to be the fastest boat of the two, and is probably entitled to the broom.

The steambarge Wm. Rudolph, burnt and sunk in Lake St. Clair last fall, has been raised and towed to this port.

The steambarge Garden City ran on the middle ground, abreast of Harsen's island, Monday morning during a dense fog. She appears to be on pretty hard, as one or two passing craft have pulled on her without success. She is now lightering her cargo on the barges, and will probably succeed in freeing herself without damage.

Navigation has been rendered rather dangerous during the last few days by a heavy fog, which has settled over the rivers, and hangs on as if it had come to stay.

Mr. Richardson, of the firm of H. J. Webb & Co., Cleveland, has been visiting here during the last few days.

The smiling countenace of Mr. Pomeroy, of the MARINE RECORD, lightened up the gloom in several marine offices last week. The RECORD is eagerly looked for here on Friday afternoon.

Captain Geo. McLeod has been visiting here during the last day or so on business connected with marine insurance.

The new composite boat, built for Captain E. M. Peck and others, was towed up to the Detroit drydock yesterday, and excited considerable comment as she passed the docks, owing to her novel appearance.

Quite a number of boats have grounded on Grosse Pointe shoal this season.

The government lightship does not appear to give as much satisfaction as the one kept there heretofore by private enterprise.

The ubiquitous Second Engineer, a young man without vanity, but who seems to have a mania for traveling in disguise of different characters, was in Detroit last week, ostensibly on business for the Haine Boiler Co., of Detroit.

ACQUA.

SAND BEACH.

Special to the Marine Record.

This has been an uneventful week, broken only by the sound of the fog signals, which were blown four days in succession.

Sunday the propeller Colorado, took a part of a load of salt for Duluth.

Monday the schooner A. J. McBrier discharged a cargo of lime stone and the palace steamer City of Cleveland, called at this port and was visited by a large crowd of sight seers.

Wednesday the second load of harbor timber was delivered.

Thursday the propeller W. H. Stevens loaded 100 tons of hay for Marquette.

The tug Winslow towing the schooner C. C. Barnes and R. B. Hayes, sought the harbor while the tug repaired her oil pipes.

The Mosquito fleet are fitting out to begin their business of freighting boulder stone for the breakwater.

LUFF.

KINGSTON.

The schooner Queen of the Lakes, which went ashore near Brighton last fall, has been released. She arrived here Monday in bad condition, requiring two steamships to keep her afloat. She has a cargo of coal.

CHICAGO.

Special to the Marine Record.

Lumber freights are firm, with a tendency to go higher.

A large number of grain freights were accepted on Monday at 3¼ cents on wheat, 3 cents on corn, and 2¼ cents on oats to Buffalo, 2½ cents on corn to Georgian Bay ports.

The schooner Minnie Slauson, of this port, which arrived here last Saturday, was the first vessel to arrive at Collingwood, grain laden, from Chicago this season, and Captain H. R. Moore, who became part owner of her this spring, was presented by the harbor master at Collingwood with a new hat. The schooner Lottie Wolf, which left here in company with the Minnie Slauson, took second place, only being beaten by a few lengths. Coming back to this port the Minnie Slauson experienced considerable delay loading, and Captain H. J. Hatch brought the Lottie Wolf along to this port three days ahead of the Minnie Slauson, being the first of the Georgian Bay fleet to arrive back here, but no new hat awaited him; in fact, we have not heard of any head harbor master being appointed here since John McCarthy received notice to quit, from our new city administration, and it would be rather too much to expect Captain Anderson, who has been appointed assistant harbor master, to do all the work and supply hats at well.

The ship carpenters and calkers of Chicago have become a fully organized assembly of the knights of labor.

At the Chicago Drydock Co.'s the schooner Lottie Wolf was in dock and had her bottom calked; the steambarge Rumble for calking and fixing stern bearing; tug F. O. Earnshaw for bottom calking; one of Fitzsimmons & Connel's dump scows for calking; the schooner Mary D. Ayer for calking; the schooner Jas. F. Card is getting all new hatch combings; schooners Lotus and Andrew Jackson new sprit sail yards; schooner York State a new jibboom.

At Miller Bros.' drydock the steambarge Huron City was in dock for repairs to her steel arches by Donaldson Bros., shipsmiths; steambarge Annie Laura to have stern bearing fixed; tug Leo and schooner Fleet Wing to have leaks stopped; cutter yacht Verne to have copper fastened and bottom cleaned; barge Peshtigo to have her bottom calked; tug Gertrude for calking; the tugs Mentor and Rebel were at the derrick and had their stern bearings fixed; the schooner Levi Grant received a new jibboom; the schooner Carrier is getting considerable repairs in addition to those mentioned last week, comprising many more new frames, some new ceiling and stringers, new deck aft, and new cabin to be placed on deck.

Captain David Dall arrived here last Friday from Grand Haven, where he had taken the schooner Wm. Jones after getting her off the shore, near Point Sauble, where she had been placed in drydock at T. W. Kirby's shipyard, and Captain Dall returned to Grand Haven Monday to look after the repairs to be made on her.

The Lake Michigan and Lake Superior Transportation Co.'s propeller City of Duluth, Captain Lyman Hunt, arrived at 10 a. m., Sunday last, from Ashland, she being the first steamer to make the round trip this season. She encountered a large quantity of ice and lots of smoke from forest fires; otherwise the trip was a very pleasant one.

The schooner C. A. King, disabled and leaking badly, arrived here on Tuesday, in tow of the tug Sweepstakes. She is ore-laden, from St. Ignace. Monday morning just at daybreak she was run into by the steamer Nevada, off Skilligalee. The Nevada lost her foremast and mainmast, and carried away the King's jibboom, bowsprit, cat-head, and windlass bit. The steamer then swung clear of the King, but recognized the perilous situation and cut the tow-line with an ax. When the wreckage was cleared away the Nevada took the King in tow, but afterward turned her over to the Sweepstakes.

Following are some of the late engagements: To Buffalo, propeller Russell Sage, corn, oats; propeller W. M. Eagan, corn; propeller W. H. Barnum, corn. To Georgian Bay, schooner L. N. Mason, corn; schooner Higgie, corn; schooner Mediator, corn; schooner Lottie Cooper, corn; schooner S. J. Luff. To Sarnia, corn; schooner Charley Marshall, oats.

WILLIAMS.

BUFFALO.

Special to Marine Record.

We have apparently got through our opening rush and the creek has the appearance of a vacated stream. The arrivals are confined to a few stragglers who drop in daily.

Our coal shipments are on a limited scale at the recent advance from 60c to 75c per ton, net. Some are sanguine as to a still higher advance, say, $1; but the tonnage is light, and there are no present indications on the part of shippers to raise the rates above the latter figure. As I predicted in my last letter, hard coal shippers are not of the far-seeing class. They lock the stable door after the horse is spirited away, and now they are anxious for tonnage, and I do suppose if we could get at bottom facts they are sorry to have lost the tonnage they have driven away by a very injudicious move in the reduction of coal freights to 60c at so early a period as the opening of the season. We had hoped that the opening rate would be a fixed rate, as it was one which all concerned accepted as fair; but the large fleet which arrived from the upper lake ports gave shippers the idea that it was a good opportunity to reduce rates 15c on the ton, which they did, and now they would be glad of more tonnage, but it is not here, nor is it likely to be for some time to come. So much for contracts, of which this season will be a fair sample of years past.

The movements this week in the vessel line have received quite a reverse, and it is doubtful if any very stirring times will be experienced for some months to come, in Buffalo, unless freights on coal do advance above present rates.

Our fine new tug Buffalo was chartered to go in search of the lumber-laden barge Planet, which was said to be somewhere on Lake Erie, east of Ashtabula. This morning the barge arrived all safe, but the tug has not put in an appearance as yet, and it is generally believed that Captain Lind did not apply the proper variation, else he would have found the Planet; so says Captain John Mason.

Our drydocks are having more leisure, work having fallen off very much. This week there have been in dock several barges and line boats for repairs; none, however, of any importance.

The new steel ship, for the Union Steamboat Co. is progressing rapidly, and in three or four weeks will be launched.

The tug Samson has been in dock to repair the damages done while on Lake Erie, by coming in collision, as Captain McNiff said, with an unknown propeller, bound up, while near Long Point. The Samson received a very serious blow, damaging her stern and bow badly. Her stem was broken and her plank and apron, when she arrived in port were in a very demoralized condition.

Grain arrivals this week were not so heavy as the week before.

Canal freights are stiff at 5½c and 6c to New York.

The charters were the propellers Susquehanna, Philadelphia, and J. B. Lyon, and the schooners Sherwood, Schuylkill and J. M. Hutchinson. The propeller Spokane and the schooner Dows were chartered for Duluth at 75 cents.

The large propeller owned by R. Mills & Co., and others, and upon which work was begun in

[Continued on 5th page.]

NAVIGATION LAWS OF THE UNITED STATES.

Sec. 4162. Whenever any vessel registered in pursuance of the provisions of the preceding section, shall arrive within the district comprehending the port to which she belongs, the certificate of registry so obtained shall be delivered up to the collector of such district, who, upon the requirements of this title in order to the registry of vessels being complied with, shall grant a new one in lieu of the first. The certificate, so delivered up, shall forthwith be returned to the collector, who shall transmit the same to the collector who granted it. If the first mentioned certificate of registry is not delivered up, as above directed, the owner and the master of such vessel, at the time of her arrival within the district comprehending the port to which she may belong, shall severally be liable to a penalty of one hundred dollars, and the certificate of registry shall be thenceforth void.

Sec. 4163. If any of the matters of fact alleged in the oath taken by an agent or attorney to obtain the registry of a vesse which are within the knowledge of the party so swearing, are not true, there shall be a forfeiture of vessel, together with her tackle, apparel, and furniture, in respect to which the same was made, or of the value thereof, to be recovered, with costs of suit, of the person by whom such oath was made.

Sec. 4164. Whenever it appears, by satisfactory proof, to the secretary of the treasury, that any vessel has been sold and transferred by process of law, and that the register of such vessel is retained by the former owner, the secretary may direct the collector of the district to which such vessel may belong to grant a new register, under such sale, on the owners complying with such terms and conditions as are by law required for granting such papers; excepting only the delivering up of the former certificate of registry. But nothing in this section shall be construed to remove the liability of any person to any penalty for not surrendering the papers belonging to any vessel, on a transfer or sale of the same.

Sec. 4165. No vessel which is registered, pursuant to any law of the United States, and which is seized or captured and condemned, under the authority of any foreign power, or which by sale becomes the property of a foreigner, shall be entitled to or capable of receiving a new register, notwithstanding such vessel should afterward become American property; but all such vessels should be taken and considered, to all intents and purposes, as foreign vessels. Nothing in this section shall extend to or be construed to affect the person owning any vessel at the time of the seizure or capture of the same, or his executor or administrator, or shall prevent such owner or his executor or administrator, in case he regain a property in such vessel, so condemned by purchase or otherwise, from claiming and receiving a new register for the same, as he otherwise might have done.*

Sec. 4166. When any vessel, registered pursuant to any law of the United States, shall while she is without the limits of the United States, be sold or transferred in whole or in part to a citizen of the United States, such vessel on her first arrival in the United States thereafter, shall be entitled to all the privileges and benefits of a vessel of the United States: Provided, That all the requisites of law, in order to the registry of vessels, shall be complied with, and a new certificate of registry obtained for such vessel, within three days from the time at which the master or other person having the charge or command of such vessel is required to make his final report upon her first arrival afterward.

*Sec. 4167. Whenever the certificate of the registry of any vessel is lost, destroyed, or mislaid, the master, or other person having the charge or command thereof, may make oath before the collector of the district where such vessel shall first be after such loss, destruction, or mislaying, in the form following: "I, (inserting here the name of the person swearing,) being master (or having the charge or command) of the ship or vessel called the (inserting the name of the vessel,) do swear (or affirm) that the said vessel hath been, as I verily believe, registered according to law, by the name of (inserting again the name of the vessel,) and that a certificate thereof was granted by the collector of the district of (naming the district where registered,) which certificate has been lost (or destroyed, or unintentionally and by mere accident mislaid, as the case may be;)and (except where the certificate is alleged to have been destroyed) that the same, if found again, and within my power, shall be delivered up to the collector of the district in which it was granted." Such oath shall be subscribed by the party making the same; and upon such oath being made, and the other requisites of this title in order to the registry of vessels being complied with, it shall be lawful for the collector of the district before whom such oath is made to grant a new register, inserting therein that the same is issued in lieu of the one lost or destroyed.

Sec. 4168. Whenever a register is granted in lieu of one lost or destroyed, by any other than the collector of the district to which the vessel actually belongs, such register shall, within ten days after her first arrival within the district to which she belongs, be delivered up to the collector of such district, who shall, thereupon, grant a new register in lieu thereof. And in case the master or commander shall neglect to deliver up such register within the time above mentioned, he shall be liable to a penalty of one hundred dollars; and the former register shall become null and void.

Sec. 4169. In every case in which a vessel is required to be registered anew, if she shall not be so registered anew, she shall not be entitled to any of the privileges or benefits of a vessel of the United States. And if her former certificate of registry is not delivered up, except where the same may have been destroyed, lost, or unintentionally mislaid, and an oath thereof shall have been made as hereinbefore prescribed, the owner of such vessel shall be liable to a penalty of five hundred dollars, to be recovered, with costs of suit.

Sec. 4170. Whenever any vessel, which has been registered, is, in whole or in part sold or transferred to a citizen of the United States, or is altered in form or burden, by being lengthened or built upon, or from one denomination to another, by the mode or method of rigging or fitting, the vessel shall be registered anew, by her former name, according to the directions hereinbefore contained, otherwise she shall cease to be deemed a vessel of the United States. The former certificate of registry of such vessel shall be delivered up to the collector to whom application for such new registry is made, at the time that the same is made, to be by him transmitted to the register of the treasury, who shall cause the same to be canceled. In every such case of sale or transfer, there shall be some instrument of writing, in the nature of a bill of sale, which shall recite, at length, the certificate; otherwise the vessel shall be incapable of being so registered anew.

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*Mortgage to an alien: A vessel may be mortgaged to an alien, and if purchased by a citizen on a foreclosure sale, could be redocumented. (Decision 4887 in 1881.)

Sale to foreigner: A vessel is subject to forfeiture, if a subject of any foreign state comes to have an interest in her, and the fact is not made known.

Steamboat owned by alien resident: A steamboat owned wholly or in part by an alien resident, to be employed solely in a river or bay of the United States, may be enrolled or licensed.

An iron steamer, enlarged and repaired while abroad, cannot retain her status as a vessel of the United States. (Treasury Decision, 1870.)

Nor could a sailing vessel retain her status as a vessel of the United States, if converted into a steamer while abroad by putting in of machinery. (Ibid.)

A MAN OVERBOARD.

Written for the Marine Record.

BY C. M. FLYNN.

NO. III.

Monday, November 19th, was a black day in our calendar. At 7 o'clock in the morning it being our watch below, we were aroused from a sound sleep by the cry:

"All hands ahoy! a man overboard!"

This unwonted cry sent a thrill through the heart of every one, and hurrying on deck, we found the vessel hove flat aback, with all her studding-sails set; for the boy who was at the helm, left it to throw something overboard, and the carpenter, who was an old sailor, knowing that the wind was light, put the helm down, and hove her aback. The watch on deck were lowering away the quarter-boat, and I got on deck just in time to heave myself into her as she was leaving the side; but it was not until out upon the wide Pacific, in our little boat, that I knew whom we had lost. It was George Ballmer, a young English sailor, who was prized by the officers as an active and willing seaman, and by the crew as a lively, hearty fellow, and a good shipmate. He was going aloft to fit a strap and block, a coil of halyards and a marline-spike about his neck. He fell from the starboard futtock shrouds, and not knowing how to swim, and being heavily dressed, with all those things around his neck, he probably sunk immediately. We pulled astern, in the direction in which he fell, and though we knew that there was no hope of saving him, yet no one wished to speak of returning, and we rowed about for nearly an hour, without the hope of doing anything, but unwilling to acknowledge to ourselves that we must give him up. At length we turned the boat's head and went toward the vessel.

Death is at all times solemn, but never so much so as at sea. A man dies on shore; his body remains with his friends, and "the mourners go about the streets;" but when a man falls overboard at sea and is lost there is a suddenness in the event, and a difficulty in realizing it, which give to it an air of awful mystery. A man dies on shore; you follow his body to the grave, and a stone marks the spot. You are often prepared for the event. There is always something which helps you to realize it when it happens, and to recall it when it has passed. A man is shot down by your side in battle, and the mangled body remains object and a real evidence; but at sea the man is near you, at your side, you hear his voice, and in an instant he is gone, and nothing but a vacancy shows his loss. Then, too, at sea, to use a homely but expressive phrase, you miss a man so much. A dozen men are shut up together in a little bark, upon the wide sea, and for months and months see no forms and hear no voices but their own, and one man is taken suddenly from them, and they miss him at every turn. It is like losing a limb. There are no new faces, or new scenes to fill up the gap. There is always an empty berth in the forecastle, and one man wanting when the small night watch is mustered. There is one less to take the wheel, and one less to lie out with you on the yard. You miss his form and the sound of his voice, for habit has made them necessary to you, and each of your senses feels the loss. All these things make such a death peculiarly solemn, and the effect of it remains upon the crew for some time. There is more kindness shown by the officers to the crew, and by the crew to one another. There is more quietness and seriousness. The oath and the loud laugh are gone. The officers are more watchful and the crew go more carefully aloft. The lost man is seldom mentioned, or is dismissed with a sailor's rude eulogy:

"Well, poor George is gone; his cruise is up soon! He knew his work and did his duty and was a good shipmate."

Then usually follows some allusion to another world, for sailors are almost all believers; but their notions and opinions are unfixed and at loose ends. They say, "God won't be hard upon the poor fellow," and seldom get beyond the common phrase which seems to imply that their sufferings and treatment here will be an excuse for them hereafter:

"To work hard, die hard, and go to hell after all, would be hard indeed."

Our cook, a simple-hearted old African, who had been through a good deal in his day and was seriously inclined, always going to church twice a day when on shore and reading his Bible on a Sunday in the galley, talked to the crew about spending their Sabbaths badly, and told them that they might go as suddenly as George had, and be as little prepared. Yet, a sailor's life is at best but a mixture of a little good with much evil, and a little pleasure with much pain. The beautiful is linked with the revolting, the sublime with the common-place, and the solemn with the ludicrous.

We had hardly returned on board with our sad report before an auction was held on the poor man's clothes. The captain had first, however, called all hands aft and asked them if everything had been done to save the man, and if they thought there was any use in remaining any longer. The crew all said that it was in vain, for the man did not know how to swim and was very heavily dressed. So we filled away and kept her off to her course.

The laws regulating navigation make the captain answerable for the effects of a sailor who dies during the voyage, and it is either a law or universal custom, established for convenience, that the captain should immediately hold an auction on his things, in which they are bid off by the sailors, and the sum deducted from their wages at the end of the voyage. In this way the trouble of keeping his things through the voyage is avoided, and the clothes are usually sold for more than they would be worth on shore. Accordingly, we had no sooner got the ship before the wind, than his chest was brought upon the forecastle, and the sale begun. The jackets and trousers, in which we had seen him dressed but a few days before, were exposed and bid off, while the life was hardly out of his body, and his chest was taken aft and used as a store-chest, so that there was nothing left that could be called his.

Sailors have an unwillingness to wear a dead man's clothes during the same voyage, and they seldom do unless they are in positive want.

As is usual after a death, many stories were told about George. Some heard him say that he repented never having learned to swim, and he knew he would meet his death by drowning. Another said that he never knew any good of a voyage made against the will; that the deseased man shipped and spent his advance, and was afterward very unwilling to go, but not being able to refund, was obliged to sail with us. A boy, too, who had become quite attached to him, said that George talked to him during most of the watch on the night before, about his mother and family at home and that this was the first time he had mentioned the subject during the voyage.

VESSELMEN AND CAPTAINS,

Please bear in mind, that the undersigned firm, established since 1866 in this city, are making a specialty of supplying vessels with ☞*Comfortables, Blankets, Table linen, Towels*, etc., and sew *to order* ☜ at the *shortest notice, Sheets, Pillow cases*, etc., and any necessary equipments for bedding. Also, are we the only manufacturers in this *city* who *retail* direct to the consumer all kinds of ☞*Flannel Shirts*, double and single-breasted, real home-made in size, fit and sewing, *Overalls, Jean Pants*, or make them ☞*to order*☜ for the same price as we sell our ready made garments. ☞Our *new cutter*☜ takes measures for the most stylish *Cassimere Suits, Wedding Suits*, etc., and guarantees the best fit for the lowest prices, because he wishes to advertise himself and has *no expenses*, being in our store, free of rent. *Kohn & Co.*, 213 Detroit st., near corner Pearl st., Cleveland, O.

The tug W. W. Rumage, from Bay City to Hammond's bay, went ashore on South point at 3 o'clock Tuesday morning in thick weather. She was released by the tug Effie L. Damage light.

THE LATE DR. J. G. HOLLAND'S OPINION.

A PHYSICIAN CLIMBING THE EDITORIAL STAIRS.

The columns of the newspapers appear to be flooded with proprietary medicine advertisements. As we cast our eye over them, it brings to mind an article that was published by the late Dr. Holland in Scribner's Monthly. He says: "Nevertheless, it is a fact that many of the best proprietary medicines of the day were more successful than many physicians, and most of them, it should be remembered, were at first discovered or used in actual medical practice. When, however, any shrewd person, knowing their virtue, and foreseeing their popularity, secures and advertises them, then, in the opinion of the bigoted, all virtue went out of them."

Is not this absurd? This great man appreciated the real merits of popular remedies, and the absurdity of those that derided them because public attention was called to the article and the evidence of their cures. If the most noted physician should announce that he had made a study of any certain organ or disease of the body, or make his sign larger than the code size, though he may have practiced medicine and been a leader in all medical counsels, notwithstanding all this, if he should presume to advertise and decline to give his discovery to the public, he would be pronounced a quack and a humbug, although he may have spent his entire life and all his available funds in perfecting his investigations. Again we say, "absurd."

If an ulcer is found upon one's arm, and is cured by some dear soul of a grandmother, outside of the code, it will be pronounced by the medical profession an ulcer of little importance. But if treated under the code, causing sleepless nights for a month, with the scientific treatment, viz., plasters, washes, dosing with morphine, arsenic and other vile substances, given to prevent blood poisoning or deaden pain, and yet the ulcer becomes malignant, and amputation is made necessary at last, to save life, yet all done according to the "isms" of the medical code, this is much more gratifying to the medical profession, and adds more dignity to that distinguished order than to be cured by the dear old grandmother's remedy.

This appears like a severe arraignment, yet we believe that it expresses the true standing of the medical profession in regard to remedies discovered outside of their special "isms." One of the most perplexing things of the day is the popularity of certain remedies, especially Warner's safe cure, which we find for sale everywhere. The physician of the highest standing is ready to concede its merits and sustain the theories the proprietors have made—that is, that it benefits in most of the ailments of the human system because it assists in putting the kidneys in proper condition, thereby aiding in throwing off the impurities of the blood, while others with less honesty and experience deride, and are willing to see their patient die scientifically, and according to the code, rather than have him cured by this great remedy. Yet we notice that the popularity of the medicine continues to grow year by year. The discoverer comes boldly before the people with its merits, and proclaims them from door to door in our opinion much more honorably than the physician who, perchance, may secure a patient from some catastrophe, and is permitted to set a bone of an arm or a finger, which he does with great dignity, yet very soon after takes the liberty to climb the editor's back stairs at 2 o'clock in the morning to have it announced in the morning paper that "Dr. So-and-so was in attendance," and thus secures for his benefit a beautiful and free advertisement. We shall leave it to our readers to say which is the wisest and most honorable.

Another officer of the service has taken his life by his own act. This time, however, it is a member of the marine corps, Second Lieut. Arthur H. Clarke, serving on board the Iroquois, at Panama. This quietus by the bare bodkin business is becoming deplorably monotonous. Let us have no more of it.—*Nautical Gazette.*

What with the interstate commerce law on its side in the struggle for trans-continental business, and new American alliances, the Canadian Pacific railway is making great strides in diverting business from its Yankee rivals.—*Buffalo Express*

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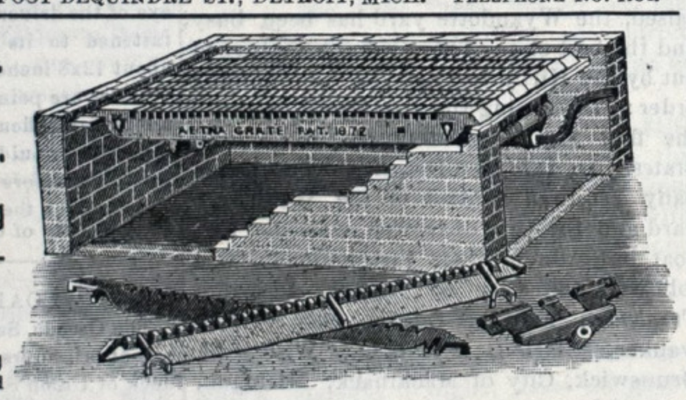

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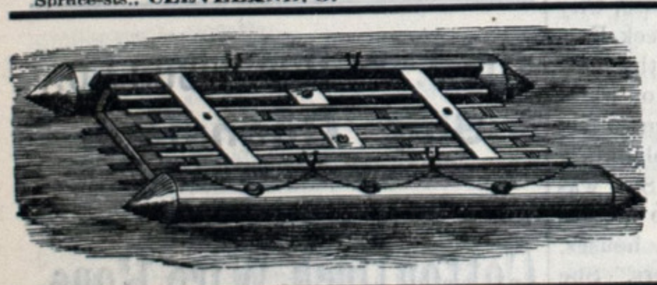

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Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*3 05 A M
No 8, N Y, B & A Express	*8 25 A M	*8 55 A M
No 26, Elyria Accommodation	†7 45 A M	.....
No 24, Buffalo Ac'm via Sandusky	†10 30 A M	†10 45 A M
No 24, Toledo Accom via Norwalk	†10 30 A M	†10 45 A M
No. 10, New York "Flyer"	.....	*12 noon
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	.....
No 26, Conneaut Accommodation	†4 25 P M	.....

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No. 23 Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 20 A M	6 35 A M
No 25, Mich Accom Norwalk	.....	†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 45 A M	*10 50 A M
No 9, Chi Pac Ex via Norwalk	*6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only	.....	†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	.....

Sunday train for Nottingham—Depart 8:15 a. m and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

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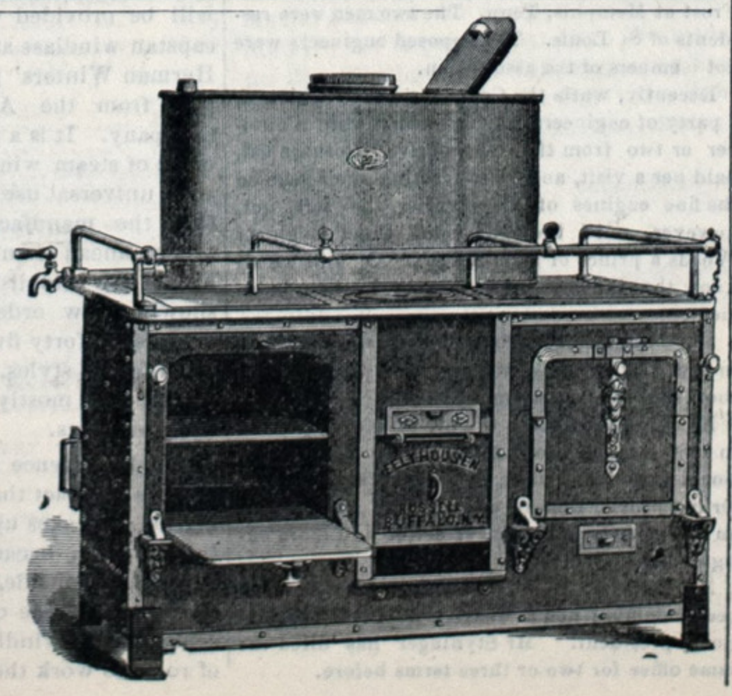

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Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., THURSDAY, MAY 19.

SHIFTING CARGOES.

A paper on "shifting of cargoes," by Professor Jenkins, read before the Institution of naval architects, London, is a subject the importance of which has long been recognized, even to the extent of several acts of Parliament, to regulate the nature and position of cargoes in bulk. That such legislation has had considerable effect in reducing the number of casualties in grain laden vessels is obvious, says the London Marine Engineer, from the statistics of the preceding ten years. From 1874 to 1880 the proportion of grain laden British vessels foundering or missing at sea steadily rose, but in the next triennial period, during the whole of which the carriage of grain cargoes act was in force, the numbers were reduced by over 40 per cent. If also allowance be made for the natural growth of the grain trade, the amendment in consequence of such legislation is still more marked. There is no doubt that the larger proportion of such losses have been brought about by the shifting of the cargoes, notwithstanding that they had been laden in accordance with the requirements of the act. Professor Jenkins, therefore, has entered into a series of investigations as to the effect which the motion of a vessel at sea has upon the tendency to shift a cargo of grain and submits the results to the Institution. It is first to be noted that grain, like all other loose pulverised material, has a natural angle of repose and it is only when this angle of repose is exceeded that such bodies roll by gravitation down the slope. Professor Jenkins further considers that the movement of a vessel has a very great effect in increasing the tendency of the loose cargo to roll to a much greater extent than if it was mere rocking motion in a fixed plane. Close analytical investigation of the resultant forces operating upon the cargo of grain in a rolling vessel show that the free surface of the grain will tend to shift when a vessel be rolling in still water at a smaller angle than when steadily inclined. Also that a greater tendency to shift exists in the center of a vessel than at the ends, and also that grain with a free surface in the upper 'tween decks has a greater tendency to shift than grain in the hold. The consequence as regards pitching would obviously be so slight in a longitudinal direction that it may be entirely neglected. Further, heavy blows struck by a sea upon a vessel rolling towards the sea containing a grain cargo may have considerable effect in causing particles to jump out of their place and roll downwards. A vessel's stability also is an important factor in determining inclination, at which shifting begins. Professor Jenkins thinks that coal cargoes, though exempted from special legislation, are quite as likely to be affected by abnormal shifting, by reason of the rolling or other motion to a vessel at sea, as grain cargoes, and as the coal cargoes would only be stowed approximately at the limiting angle of repose in still water, it is evident that danger of shifting would immediately ensue in rough water.

ALTHOUGH the following from the Baltimore Herald sounds somewhat Utopian, it may be presented to our readers, who will be well enough qualified to take it with reservation:

It is not as well known as it might be that the screw propeller, which almost revolutionized the art of navigation half a century ago, was the invention of an English country farmer rejoicing in the unpretending name of Smith. Very soon after its introduction the propeller displaced the side-wheels, first in ships of war, afterward in trans-Atlantic and ocean steamers

Now it seems likely that the days of the old-time paddles will be revived for the purposes of rapid transit by ocean or by river. A Pittsburgh gardener has devised a model, for which a patent has been granted, showing the possibility of propelling a suitably constructed vessel at the rate of from thirty to forty miles an hour.

The principle is simply that of an endless chain of buckets or paddles to run from bow to stern on each side of a boat. The paddles run over two wheels, a large one in front and a smaller one behind. The result of the arrangement will be that the boat will have the propelling force of six or seven paddles on each side at once. By backing the paddles on one side and going ahead with those on the other the boat can be turned in its own length.

The experiment with the model has succeeded so well that it is proposed to make an attempt to adapt the principle to the Allegheny river steamers. If the expectations of the promoters are realized it is evident that the trans-Atlantic lines would quickly utilize the discovery, and thus bring about a four-day trip from the United States to Europe within the lifetime of the present generation.

THE Port Arthur Sentinel contemplates a new work on mining. It says: In order that our readers may have a square start with the works in some instances to be commenced and in others to be continued this spring, we are endeavoring to make arrangements with a gentleman well qualified to handle the subject to write a history of "The New Era of Mining for the Precious Metals on the North Shore of Lake Superior," and to produce it in a series of articles in this journal. If we succeed in our efforts our readers will have the best and most reliable data for their information and guidance which has ever been printed concerning the mineral resources of this district.

LAXITY in enforcing the law against over crowding foreign steamers, has made emigrant captains bold, as a Frenchman was found by the U. S. officials in New York, with 419 in excess of the limits. As he has been arrested and held in $25,000 bail, they are evidently bent on putting a sudden stop to the practice.

M. E. B. A. NOTES.

The month of April was an unfortunate month for No. 9, she having lost two of her members by death. Chief Engineer L. Kavanaugh, late of the "Kingsford," died in the hospital after an illness of six weeks, and George Shields assistant engineer of the Champlain, after a short illness. Both gentlemen died from the effects of a cold. The former gentleman left a wife and child, the latter a widowed mother. No. 9 paid the expense of their sickness and gave them burial. It is a satisfaction to know that when ill, you will be taken care of by the lodge and that your body after death will have decent burial.

Mr. H. J. Blaney, the present chief engineer of the Royal Insurance building at Chicago is an old time lake man, having commenced engineering many years ago, out of Detroit.

The local inspectors have just suspended the license of both engineers of the steamer Jack Frost at Memphis, Tenn. The two men were residents of St Louis. The deposed engineers were not members of the association.

Recently, while the Columbia was in Chicago, a party of engineers, among which were a number or two from the Locomotive Brotherhood, paid her a visit, and after feasting their gaze on the fine engines of this steamer, they left, not, however, until they had voted Chief Engineer Woods a prince of good fellows. O, well we all know that the boys were correct in their judgment.

National Vice President Elliott, who has been in bed sick is out again and will soon take a short trip for recreation.

No. 36, New Haven Conn., which suspended in 1886, will be reorganized on the 21st by National President Fuller, of New York. Mr. Fuller has proven himself an energetic worker and an enthusiastic advocate of better and more enlightened engineers.

Mr. John A. Styninger of Bay City, has just been commissioned a district deputy by the national president. Mr Styninger has filled the same office for two or three terms before.

A DAY IN WYANDOTTE.—AND A LAUNCH.

When the composite steamer Fayette Brown, was slipped of the ways at Wyandotte, the event was heralded by the band of Sell's circus, which being a pastoral concern, greated the event. The launch took place about 11 o'clock and was witnessed by many people interested in the prosperity of the town, which received its impetus from Captain E. B. Ward. E. B. Ward's, plans regarding the city of Wyandotte, included the establishment of large steel works and a shipyard for the construction of vessels of metal, both to be the most extensive of their kind. Mr. Ward's experience with the first is a matter of history and was printed in the RECORD in the history of navigation some months since. After educating men who were in the steel works at Pittsburg, Troy and Chicago, in the mysteries of the thorough decarborization of metal at an expense of over $100,000, he ordered the dismantling of the Wyandotte works, which was one of the few instances in which Mr. Ward's indauntable spirit was overcome by the intracticability of men and the material chosen for his purpose, both of which worked against him in this instance. During his later years, Mr. Ward frequently expressed his belief that iron vessels would supersede wooden craft on the lakes, and in following this belief with argument, pointed out that Wyandotte had every advantage of location and facility for making it the headquarters of the new industry that was destined to reconstruct the vessel property of the inland seas. An impulse was given to Captain Ward's purpose by an acquaintance he formed with Frank E. Kirby, at that time a young engineer, just graduated from the best technological school in the United States but now one of the best known marine engineers on the lakes. Captain Ward, was greatly impressed with Mr. Kirby's genius and enthusiasm. The result of their first conversation was an order for Mr. Frank Kirby and his brother F. A. Kirby, to erect the necessary buildings, dredge a slip, construct and build an iron yard, to be the best and most complete ever established. Work was commenced on the opening of the spring of 1872, and the first keel was laid. In August, a tug, E. B. Ward, Jr., of 550 tons was built, and launched, which was taken to the Mississippi and sold into the fruit trade between Balize and Honduras, and was a great puller. During the same season the Messrs. Kirby, built the Queen of the Lakes, 100 tons, now running on French Lake; the steam yacht Myrtle, 70 feet long by 8 feet wide, being able to speed twenty miles an hour on a mail route on the Mississippi river; and the Sport 66 feet long, steel plated for Ludington. After these small steamers were built the commercial panic of 1872 came on, and shipbuilding on the lakes was suspended to a great extent. But when the strictures put upon building at that time were raised, the Wyandotte yard has been busy and the best class of vessels has been turned out by the Kirby brothers, in the following order: In naming the tug Grant, we have the first steel boat built in the United States. In 1878 the Detroit drydock company acquired control of the Wyandotte yard and the City of Detroit was the first boat built under their jurisdiction. Then followed the City of Alpena, Idlewild, Frankfort, Lehigh, Boston, City of Milwaukee, Clarion, Michigan, Wisconsin, Brunswick, City of Mackinack, Michigan, Detroit, Lansdowne, Albany, Syracuse, City of Cleveland, Mascotte, Susan E. Peck, Fayette Brown. The dimensions of the new steamer Fayette Brown, are length on water line 250 feet, over all 266 feet, beam 40 feet outside frames, 41 feet outside planking, moulded depth of hold 21½ feet. She was moved to the Detroit drydock to receive finishing touches such as casins, houses, windlass, and machinery and boilers. She will be provided with a Providence steam capstan windlass and steam capstan aft and Herman Winters' patent hawser pipe stopper, from the American Ship Windlass Company. It is a pleasure to note that this make of steam windlasses are coming into such universal use all over the country, and that the manufacturers now have more orders ahead than ever before since the house was established, in 1857, their book showing new orders during the last two months for forty-five Providence windlasses of different styles, included in which are twenty-five, mostly steam with all the latest improvements.

The Providence steam capstan windlass is more compact than any other style in the market. It takes up considerably less room thwart ship, because the cylinders do not come at the outside, also fore and aft because the center of the capstan is directly over center line of windlass. This allows plenty of room to work the capstan bars.

FIRST CASE UNDER THE L. C. A.

The board of arbitration appointed under the rules of the Lake Carriers' Association to settle the claim of the steamer Lycoming for services rendered the steamer H. J. Jewett, on Lake Michigan, November 24, 1886, having carefully considered the statements submitted by both parties in interest, and having examined the logs of the respective vessels, as entered at the time, decided as follows, their feeling being that the Lycoming should be so compensated as to liberally pay for the assistance rendered and risk incurred, yet without recognizing any principle of salvage:

The owners of the Jewett shall pay to the owners of the Lycoming eight thousand dollars ($8,000,) with interest at six per cent from March 3, 1887, this being sixty days after the date of the bill rendered by the Lycoming.

S. D. CALDWELL,
JAMES W. MILLEN,
THOMAS WILSON.

This is the first case tried under the L. C. A. rules. The Jewett on the date mentioned was in the vicinity of the Manitou Islands, Lake Michigan, showing a signal of distress. The Lycoming responded to her signal, found that she had lost her rudder, and towed her to South Manitou harbor, a distance of about fifteen miles, saving from possible loss a valuable vessel, cargo and crew. Appeal from the above decision may be entered up to May 23.

PARRISH BRO'S. & PECK'S ELECTRICAL MARINE SIGNAL.

Steam boats of the present day generally use the ancient device of ropes, pulleys, triangles etc., to signal from pilot to engineer. Some of the more enterprising, becoming tired of the uncertainty of this old method, have adopted electricity with closing an opening circuit. Others have added a tube by which to hear the strokes given on the gong, but it remained for the Parrish system with its closed combination circuits and answering bell from engineer to pilot, to make a certainty of what was before guess-work and at the same time place the engineer responsible for signals as he answers.

The fine City of Cleveland is fully equipped with this signal, having twelve different points from which to signal engineer, where any person interested can see the practical working of a perfect marine signal.

It has been but a short time since the invention was applied to railway trains and its use has, by no means become general on steamers. It consists of a double circuit from the dynamo, a high resistance circuit from the dynamo to the bell, and a low resistance circuit from the dynamo to the engine room. The dynamo, which, by the way is also an invention of the Messrs. Parrish of Detroit, is one of the most compact, perfect working machines in the world, and consists of two horseshoe magnets, a coil revolving in the magnetic field, so covered as to be protected from dust and dirt, and two german silver brushes. This dynamo of 60 ohms requires only five pounds of steam for motive power, and is placed in the engine room directly under the eye of the driver. This electric generator, firmly fastened to its iron base, occupies a space of about 12x8 inches.

There are points about this new signal which are rather difficult to describe, but which a brief inpection would make perfectly clear. We would therefore advise those interested to call and examine the workings of the signal on the steamer City of Cleveland.

COALING AT OSCODA.

The Oscoda Salt & Lumber Co., will coal vessels at all hours, at reasonable rates, from the dock of Union Steamboat Co., Oscoda, Mich.

The J. P. Donaldson Co.,
Ship Chandlers,
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RAFT TOWING A SPECIALTY.
Correspondence Solicited.

[*Around the Lakes Continued from 1st Page.*

October last, was successfully launched at 3.30 o'clock Saturday afternoon before a large crowd. The vessel had been constructed on the edge of the dry dock, and on the opposite side on Friday had been erected a stout fence of planks to prevent the water raised by the vessel from inundating that portion of the shipyard. As the huge propeller rode majestically into the narrow slip an enormous wave rose before it, and striking the fence like a liquid avalanche, literally shattered it to atoms, hardly a post remaining upright to show where the fence had stood. With the exception of the destructive work of this tidal wave no accident occurred, and the affair went off as smoothly as could have been wished.

Said Mr. Mills in describing the boat: "It had been the general impression all along that we would name her Lackawanna, but at the last moment Wyoming was decided upon as the name, and so she was christened. What trade we will put her in has not yet been definitely settled upon; but she will probably sail between Buffalo and Duluth, and is especially built for flour and grain, and will load coal for the up trips. The boat cost about $110,000 and is built in a thorough and workmanlike manner.

The description of the Wyoming is as follows: Length, 255; beam, 40; depth 24, drawing 6½ on an even keel. Thoroughly well constructed, extra pains being taken with her fastenings and strengthenings, iron-strapped with two steel cords around hull—one 12x⅝, the other 9x⅝ inches; steel shelf, 24x½ in.; steel keelson-plates on each side of main keelson, 18x⅝ in., running from stem to stern-post. She will contain one of Trant's best fore-and-aft compound engines, with a 28-inch high-pressure and a 50-inch low-pressure cylinder, with 45-inch stroke; two of Riter's best boilers—9 foot shell, 16 feet long, to stand a pressure of 128 pounds. She will take on her boilers on Monday and Tuesday, and will be ready for business on June 1st. She will carry about 2,000 tons. WM.

EAST SAGINAW.

Special to the Marine Record.

The tugs Tom Dowling, Frank Tracy and Laura Gibbs, composing the Moiles Bros. tug line, left the river Saturday, for Sault ste Marie. Where they have extensive log towing contracts. Their office near Canal park will be open day and night. The firm will always be in readiness with tugs and lighters to do anything in their line. Bart Moiles is manager of the line, and is a hustler from away back.

The tugs Max Stickney and W. S. Carkin, took Carkin, Stickney and Cram's dredge No. 7, to AuSable Sunday night, to work on dock building. The Stickney will return and take the monster dredge of the United States to Ashtabula harbor for government work.

The steamer Lucile, has just received a new Trout propeller wheel, which is a beauty and will undoubtedly greatly add to her already fast running qualities.

The tug Witch of the West, has received a new wheel and rudder at the slings during the week.

The tug Edgar Haight, recently purchased by Shaw, Mahar and Wildman, is to be supplied with a powerful fire pump which will be used for testing, washing and fitting boilers of mills and tugs on the river.

The barge Golded Harvest, has been chartered for four trips, lumber, Cheboygan to Cleveland, on rail at Bay City rates.

O. J. Quinn, has started on his contract for the government at Carrolton, and expects to be engaged on the same for three months to come.

The steamer Metropolis, left for shore points Tuesday, loaded "decks too," with lumbermen's supplies.

A strike of runners on the Tittabawassee, boom caused a slight lull in log towing for a day or so. But greivances have been adjusted and all is serene again.

C. Slatterer, is building a steam sand scow 100 feet by 21 feet beam. She will be supplied with a 12-inch Edward's centrifugal pump, 10 by 12, engines, etc.

Freights remain unchanged and a good demand for tonnage promises to keep them up. Barge men say if freights go down, the result will be a smash in the present rate of towing. Which the association are bound to mention.

Captain Robert Medler says that the negotiations between the East Saginaw parties and the owner of the steamer M. D. Ward, of Detroit, have about ceased, as the price asked was considered too high. It was proposed to put the Ward on the route between Saginaw river ports and Mackinaw in the excursion and freight business. Captain Medler has sailed the Saginaw river for the past 24 years.

The steambarge Richard Martini, owned and commanded by Captain F. L. Hunt, of this city, made her maiden trip to this city as such yesterday, arriving in the afternoon with iron for Morley Bros. and oil for McCausland & Company. She discharged 305 tons of coal at Bay City. The Martini was originally a barge and came out in 1877. Last fall Mr. Hunt took her to Loraine, O., where he transformed her into a steam craft at an outlay of $7,000. She is 156 feet over all, 28 feet beam and 9 feet depth of hold. She has the machinery of the old tug Standard, which some vessel men claimed would not be powerful enough to propel her, but it has proved a success, as she made the run from Cleveland to Bay City in forty-four hours and can make seven miles an hour without crowding. Unlike other boats, her boiler is on deck. Her cabin is large and well arranged for the accommodation of the crew. SHAW.

BAY CITY.

Special to the Marine Record.

In my last letter I mentioned that there was a good demand for tonnage. Well, this week has been a hummer; plenty of loads offering, and a scarcity of boats to take them. Still, freights remain the same, but if last week repeats itself, there is certainly a chance for a rise, which vessel men certainly ought to have, as tug rates are stiff and wages the same. However, it is one of those things that no one can foretell.

The tug Temple Emery, Captain Wm. Bates, came in the river last week, and left Sunday with a tow for Buffalo.

The fine new steamship Romania is being painted and will be ready for sea in a few days.

The steamer Dore left the river Tuesday night with a full load of provisions for the Sault.

Young Bros., the enterprising coal merchants, have placed on their dock a steam coal hoisting apparatus, capable of loading or unloading 400 tons a day. This is a great benefit to vessel men doing business with this firm, because of the despatch it affords.

The monster log barge Wahnipatae, which carries 1,800,000 feet of lumber, has been chartered by A. A. Pinet, of East Saginaw, to carry lumber from Ontonagon to Cleveland for the Diamond Match Co. The Wahnipatae, in tow of the tug Kate Williams, reached this port Tuesday afternoon and was taken to McGraw & Co.'s dock. She is loaded with railroad iron which was put on board last fall at Buffalo, to be taken to Naubinway for T. H. McGraw & Co.'s logging road. The iron was discharged at McGraw's and will be kept there until sold. There is about $25,000 worth of the material. The Wahnipatae was engaged last season in bringing logs from French river, a tributary of Georgian Bay, Saginaw, and East Tawas.

Captain George Felcher, of Saginaw, who secured the garbage contract with Detroit, was in the city during the week and states that the big kick as made up by Detroit tug men and unsuccesstul bidders on the contract, amounts to nothing at all. He simply put in his bid, 25c per day, for the work, and being the lowest bidder, received the contract. His lighters are not log boats, as stated in the Free Press, but in fact the Antesdell was built and run on Detroit river for years. The captain don't intend to be frightened at all by their threats.

The tug Swain, under a charter of $150 per day, left the river Monday with the Wahnipatae, for Ontonagon. The rate from Ontonagon to Cleveland is $3.00, and with 2,000,000 feet the freight will make a snug little sum. SHAW.

LAKE FREIGHTS.

The tone of the market is firm and stronger with a tendency to higher rates on grain, coal and lumber, coal showing an advance of 10@15c, with a good demand for tonnage. The feature of the market is the active demand for coal carriers at Buffalo, 90c being freely paid, with some tonnage holding for 1.00. We quote:

ORE.

Escanaba to Chicago	$ 95c
Escanaba to Ohio ports	1.35
Marquette to Ohio ports	1.60
Ashland to Ohio ports	2.15
Two Harbors to Ohio ports	2.20

GRAIN.

Wheat, Duluth to Buffalo	6@6¼
Corn, Chicago to Buffalo	3@3¾
Wheat, Chicago to Buffalo	3¼@3½
Wheat, Milwaukee to Buffalo	3½c
Wheat, Detroit to Buffalo	2¼c

COAL.

Buffalo to Milwaukee	90@1.00
Buffalo to Chicago	90@1.00
Buffalo to Duluth	75c
Cleveland to Milwaukee	80c
Cleveland to Chicago	85c
Cleveland to Duluth	80c

LUMBER.

Bay City to Tonawanda	$2.00
Bay City to Ohio ports	1.75
Saginaw to Tonawanda	2.25
Saginaw to Ohio ports	2 00
Muskegon, to Chicago	1.50
Alpena to Tonawanda	1.75
Ontonagon to Cleveland	3 00

PORT HURON.

Special to the Marine Record.

The schooner Annie M. Peterson is at Dunford & Alverson's, receiving a new main and foremast, to take the place of the ones she lost in the Straits some weeks ago.

Schooner D. Wallace is also in Dunford & Alverson's dock to be repaired. She is twisted and looks hard after her siege at Marquette last fall.

Steamer Empire was in the Wolverine dock to have some work done on her bottom.

Tug Lark left for Lake Superior, to tow logs for the John Spry Lumber Co., of Chicago.

The harbor tug O. W. Cheney will be stationed at this port to do harbor work and wrecking. She is as powerful a tug, of her inches, as there is on the lakes. She has been put in first-class trim, and will be supplied with a new 12-inch hawser, 100 fathoms long, and will have Captain H. J. Kendall as master.

The propeller Dean Richmond has arrived down, in tow of the Colorado. She will be repaired at the Wolverine drydock, and receive the two new steel boilers now being built by Love & Scofield.

The tug Sumner is receiving her new Scotch boiler at the Phœnix Iron Works. It is the first Scotch boiler built in Port Huron, and Mr. Archie Wright, the fireman, is proud of his work.

The schooner L. L. Lamb received new decks, deck frames, windlass bits, pawl posts and a general calking, at Dunford & Alverson's yard.

Captain John Hayes is master of the Albert J. Wright, of the Lake Shore line.

As the steamer Australasia and consorts were passing the Grosse Pointe light ship, Lake St. Clair, the schooner Minnehaha, in tow of the steamer Hiawatha, took a sheer and struck the Australasia a blow almost head on, just aft of the main-mast, carrying away about eighty-five feet of rail, bulwarks, and thirty-four stanchions, breaking her covering board and some of the outside plank. The Minnehaha lost all her head gear and bulwarks, also lost her stem. The Australasia stopped at Marine City and took on some oak plank with which to make repairs on reaching Duluth. Damages about $3,000.

Captain John Iven now commands the Colorado, of Botsford's Lake Superior and Sarnia line.

Ed. J. Kendall, the marine reporter, is on deck day or night. His signal for small boats is three long blasts and three short ones. When you want a small boat, that will fetch him.

The warehouses are full of freight for the up shore boats, and they all take small amounts so that each one may have a chance.

Small tugs are doing a good business in towing in the river. JAY.

TOLEDO.

Arrived, May 16—M. R. Goff and Dakota, from Alpena, lumber; W. H. Rounds, from Buffalo, coal; Myron Butman, from Bay City, lumber; Iron City, from Detroit, light; American Eagle, from Detroit, light; Rhoda Stewart, from Alpena, lumber, H. C. Sprague, from Bay City, lumber; Germanior, from Bay City, lumber; A. Ford, from Alpena, lumber; Dolphin, from East Saginaw, lumber; Madeline Dowling, from Oswego, coal; Bob Anderson, from St. Clair river, light; Dominion, from St. Catharines, light; Augusta, from Kingston, light; I. L. Quinnby, from Amherstburg, light; Torrent from Black river, logs; Charger, from Ogden, paving stone; Thompson Brothers, from Monroe, light; H. C. Salter, from Alpena, lumber; Saveland, from Milwaukee, iron ore; Kate Kelley, from Oswego, coal; William Keller, from Grindstone Island, granite; International, from Sarnia, light; Lyman Casey, from Alpena, lumber; Abercorn, from Alpena, lumber; St Joseph, from Bay City, lath and lumber; Thompson Brothers, from Monroe, light.

Cleared May 16—Dakota, for Alpena light; Jennie White for Buffalo, wheat; Myron Butman, for Saginaw, light; Rhoda Stewart, for Alpena light; H. S. Walbridge, for Bay City light; H. C. Sprague, for Saginaw, light; Germania, for Bay City, light; August Ford, for Marquette, light; Dolphin, for Bay City, light.

Charters—V. Swain and consorts, wheat to Buffalo, 2½ cents.

The charters Wednesday were: A. Ford, coal, Toledo to Port Huron, 40 cents; Mary Hattie, coal, to St. Ignace, 60 cents; schooner Saveland, coal, Milwaukee, 80 cents.

ESCANABA.

After pulling all Monday night on the Merrimac and jettisoning one hundred tons and lightering one hundred tons of ore the propellers Manhatten and Massachusetts and the tug Delta succeeded in getting her afloat at 5 a. m. She went to Escanaba and took on more ore to put her in trim, and left for Chicago at noon. The boats are not injured.

A. H. MILLS'

Harbor and River Tug Line,

Detroit, Mich.

Office No. 8, Foot of Woodward Ave., on the Dock.

Telephone No. 508.

Tugs Shoo Fly, Dave and Mose.

Steam Pumps and Divers on Short Notice.

PROPOSALS FOR DREDGING.

U. S. ENGINEER OFFICE, 89 EUCLID AVENUE, CLEVELAND, OHIO, May 7, 1887.

SEALED PROPOSALS, in duplicate, will be received at this office, until 11 o'clock a.m. on Tuesday, the 31st day of May, 1887, at which time they will be opened in presence of bidders, for excavating 846,000 cubic yards, more or less, of material from Maumee Bay along line of proposed straight channel for Toledo harbor, Ohio.

Forms, specifications and other information can be obtained at this office.

The United States reserves the right to reject any or all proposals.

The sum allotted for the work, inclusive of the amount necessary for superintendence and office expenses, is about $110,000.

L. COOPER OVERMAN, Major of Engineers.

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VESSEL AGENT AND BROKER,

Duluth.

Owners and masters of vessels wishing to get cargoes of grain from this port will do well to confer with me. Will be glad to furnish information in regard to cargoes, also in relation to docks, depth of water, etc., at Duluth, Agate Bay (new iron ore port), Port Arthur, Washburn, Ashland, and all points near the west end of Lake Superior. Good gangs of men furnished on short notice for trimming cargoes of grain, loading and unloading all kinds of freight.

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CORRESPONDENCE SOLICITED.

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NOTICE.

Having made arrangements with the M. L. S. & W. R. R. Co., also with the Wisconsin Central R. R. Co. We shall keep the Tugs Pacific and Cyclone at Ashland, during the season to handle vessels around their respective docks.

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G. J. STARKEY,

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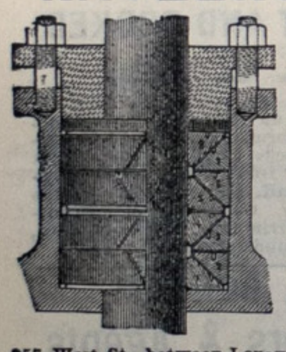

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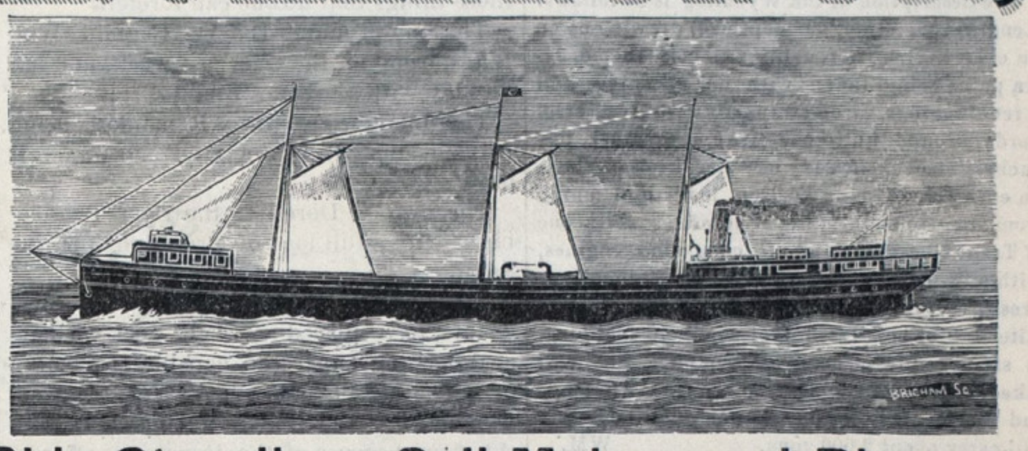

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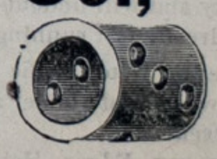

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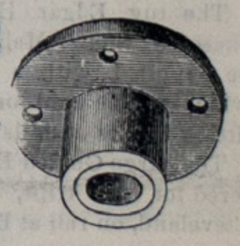

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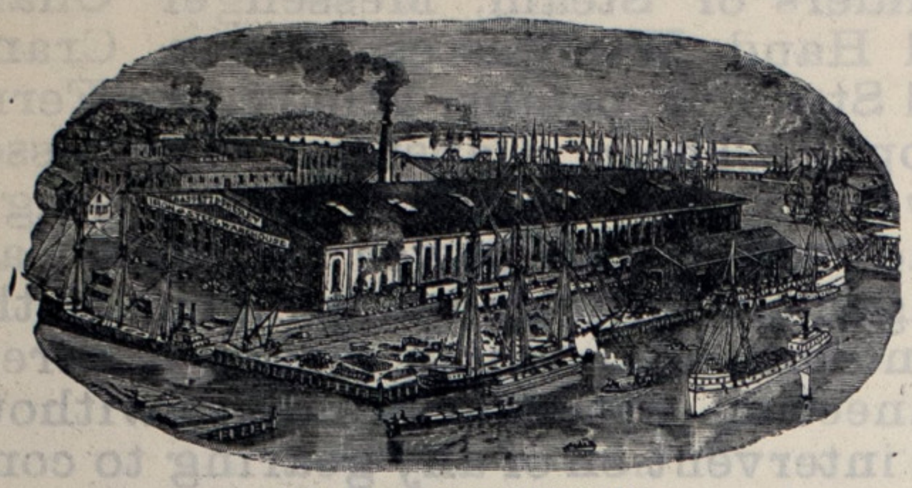

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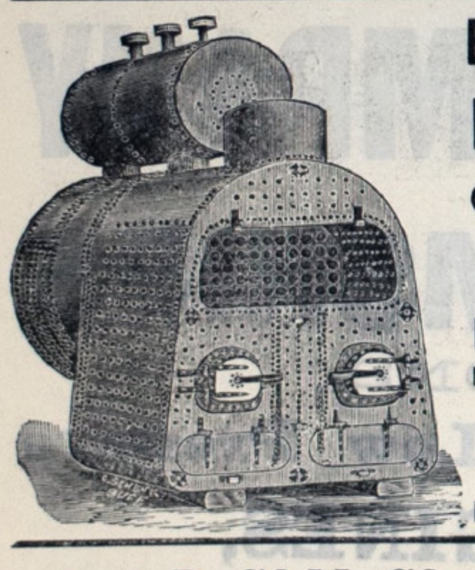

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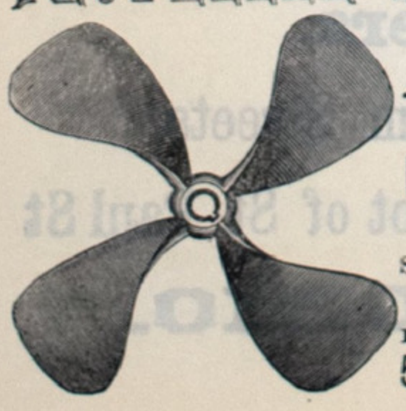

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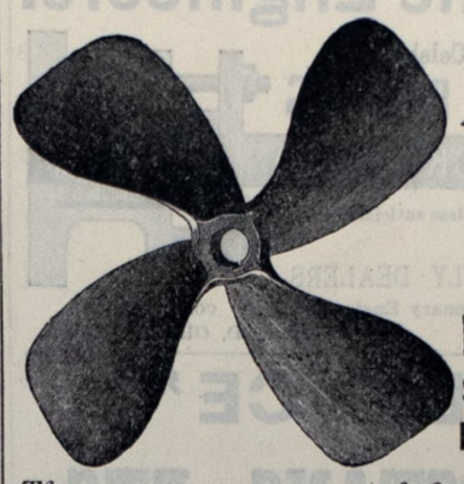

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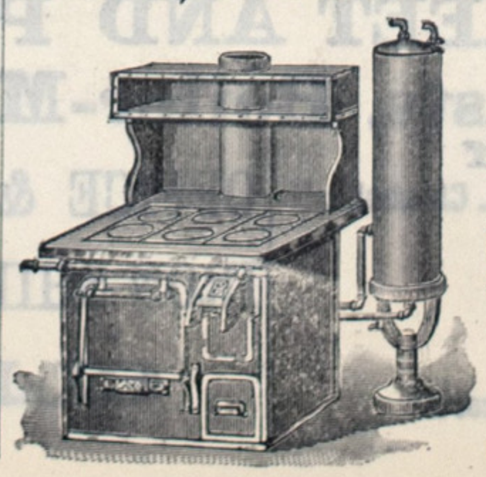

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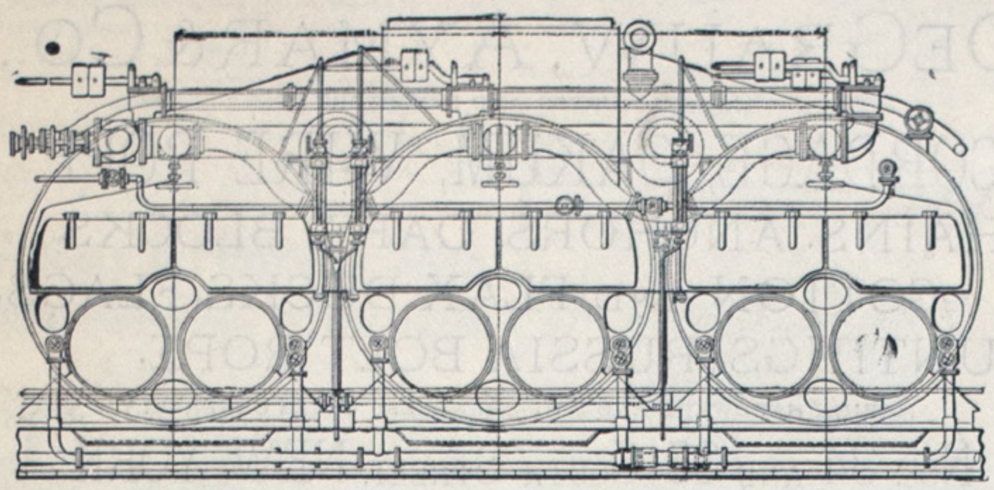

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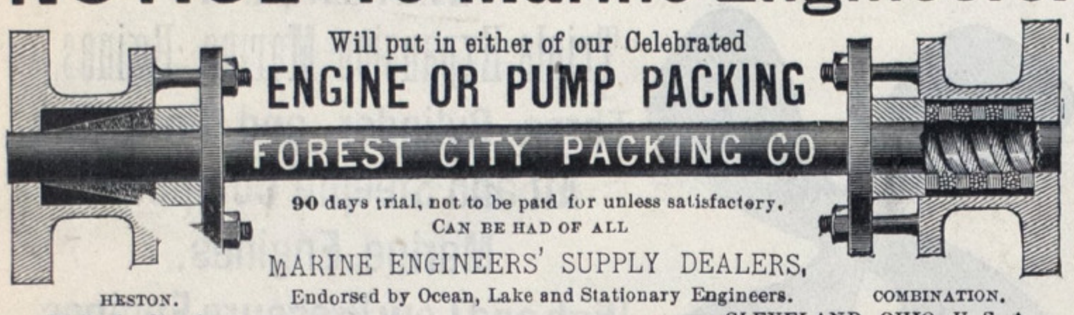
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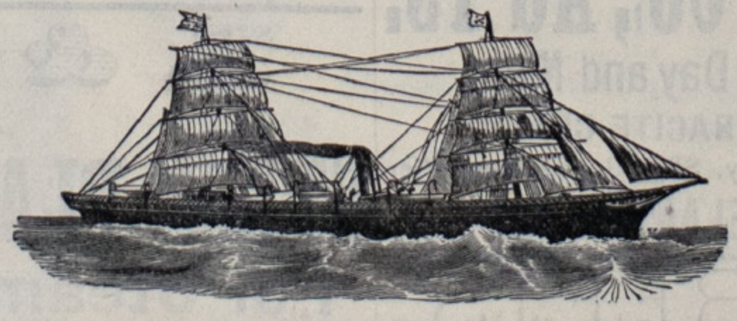

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